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CENTRAL INTELLIGENCE AGENCY

REPORT NO. **25X1A**

INFORMATION REPORT

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COUNTRY USSR (Leningrad Oblast)

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RCULATE

1. The airfield was south of LENINGRAD, immediately west of the road to PULKOVO (30°20'E/59°46'N) and on the south bordered on the Pulkovo Hills. The airfield administration building was half way between the southern perimeter of LENINGRAD and the Pulkovo Hills, a distance of about five miles.
2. The following installations were completed:
 - a. By the end of 1947:
The runway, 5,000 x 200 feet, the dispersal area, 2,650 x 320 feet. Runway and dispersal area, which were interconnected by two concrete roads, had a 12 inch concrete layer. According to the construction plan, the runway was to be 10,000 feet long.
 - b. By September 1949:
The airfield administration building, about 165 feet square, a three-story, fortress-like structure with four square annexes; a concrete road around the administration building, interconnected by concrete roads with the dispersal area and the highway to LENINGRAD; hangar No. 3 with attached repair shops (see Annex).
3. The following installations were still under construction in September 1949:
Hangar No. 1, about 265x135 feet, steel structure, framework completed, still without roof;
Hangar No. 2, according to the inscriptions observed on it, a former German hangar, about 330x165 feet.
4. DF station and signal communications:

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The following work was under way:

- a. Laying of underground cables around the runway and the take-off area which was scheduled to be 10,000 feet long.
- b. Construction of an electrical and a telephone line between the runway and the DF stations a, b, and c (see Annex). DF stations a and c were completed and in operation, DF station b was still under construction. The telephone cable to this station had, however, been laid.
- c. Construction of telephone and power transmission lines from the airport to the town and to the radio station about two miles northeast of the airfield administration building.

5. Power supply:

Power was supplied by a high-tension line from the Canned Meat Plant on the Leningrad-Moscow road, east of the field. A transformer station was about 300 feet east of hangar No. 3, from where the power was fed into underground lines. The dispersal area was provided with electric lines, but the lighting facilities were not in operation in September 1949, searchlights being used instead. The DF stations a and c were also connected with underground electric cables, but they were still supplied by a high-tension line leading from Pulkovo to the Pulkovo Observatory.

6. There was day and night flying. In September 1949, scheduled air lines to Finland, Kaliningrad, Moscow, Kiev and to Kharkov were in operation.
7. The following twin-engine aircraft were almost exclusively observed:

a. Former US Douglas aircraft

b. Aircraft with nose wheel

Military craft were not observed at the field.

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Comment:

a. The report presents a good picture of the stage of the construction work at the Pulkovo Airfield, particularly of the power supply and the scheduled electric lines. Report is in agreement with previous information

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b. Also of importance are the following negative statements that:

(1) No military aircraft were seen at the field.

(2) No construction of underground hangars on the Pulkovo Hills was observed.

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(3) The boundary lighting system was not connected with the electric line and searchlights were in operation.

c. The data on the observed commercial aircraft types are in agreement with previous information.

Attachment: Sketch of Pulkovo Airfield.

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